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DIRECTORATE OF  
INTELLIGENCE

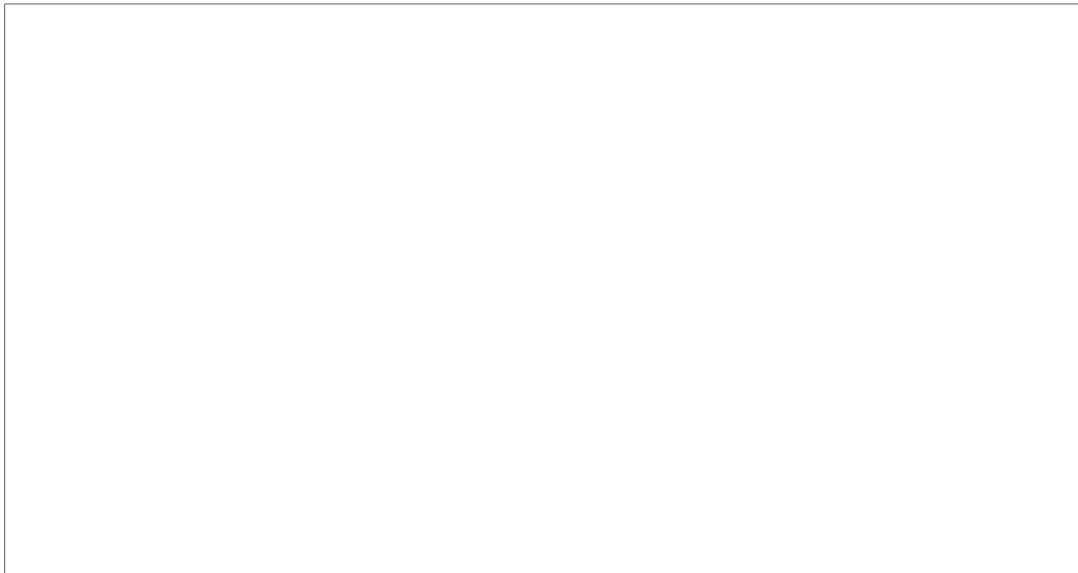
# Intelligence Memorandum

*Foreign Shipping to North Vietnam During June 1968*

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ER IM 68-94  
July 1968

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### Foreword

The data in this memorandum are preliminary and subject to modification as additional information becomes available. Significant changes may occur in ship arrivals and cargoes from Communist China and, to a lesser extent, in cargoes carried by ships of the Free World. Soviet and Eastern European ship arrivals and cargoes and Free World arrivals are not likely to be changed significantly. To reflect changes in previous publications, a table showing monthly arrivals, by flag, is included in this memorandum. Weights of cargoes are expressed in metric tons. Because of rounding, components may not add to the totals shown.

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CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
July 1968

INTELLIGENCE MEMORANDUM

Foreign Shipping to North Vietnam  
During June 1968

Summary

North Vietnamese seaborne imports remained at near record levels in June. Total deliveries of 217,000 tons, down 4,000 tons from May, included a new high of 85,500 tons of miscellaneous and general cargo. Imports of foodstuffs and fertilizer were lower than in May, but their volumes still were above the monthly averages for the year. The drop in petroleum imports from May to June apparently was the result of insufficient storage capacity in Haiphong.

At Haiphong there was evidence of increased daylight activity in offloading and port clearing operations, but ship congestion began to grow as ship arrivals reached their highest level in more than three years. The buildup in congestion caused only a moderate increase in the layover time for ships that departed from Haiphong in June -- dry cargo ships were in port an average of 17 days, compared with 14 days in May. The June congestion will increase layover times sharply in July even though there are indications that ship arrivals and imports will be significantly lower. Ship arrivals in June are shown in Figure 1, Tables 1 and 2, and the following tabulation:

Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research and information on ship arrivals was coordinated with the Naval Intelligence Command.

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Flag	Monthly Average			
	May	Jun	Jan-May 1968	1967
<i>Total</i>	52	58	42.0	32.2
Communist countries	34	41	29.8	25.7
USSR	20	20	18.4	15.1
Communist China	10	14	8.8	8.1
Eastern Europe	3	7	2.0	2.4
Cuba	1	0	0.6	0.1
Free World	18	17	12.2	6.5
United Kingdom	13	12	9.8	5.6
Other	5	5	2.4	0.9

There was no perceptible change in the pattern or volume of Soviet or Chinese seaborne shipments to North Vietnam in June that could be attributed to the disruption of rail traffic from China. Soviet shipments in June were 10 percent higher than in May, but all of the increase came from loadings from Black Sea ports that took nearly six weeks to reach North Vietnam, whereas loadings from the much closer Soviet ports in the Far East registered a drop of 10,000 tons. Imports from China were down in June, but their volume was still close to the average for the first five months of 1968 and was almost 40 percent higher than the monthly average in 1967. In the first half of July, however, there has been an unusual lull in Chinese shipping; from 30 June until 16 July no Chinese-flag ships called at North Vietnam and other flags arriving from Chinese ports all came from North China. It is not clear whether this lull is a reflection of conditions in South China (flooding and civil disorder) or of the congestion at Haiphong.

Seaborne imports in the first half of 1968 were 1.1 million tons, 26 percent higher than the same period in 1967 and the highest for any six-month period. No seaborne shipments of arms or ammunition were detected. Imports of foodstuffs and petroleum increased the most, and imports from Communist countries accounted for the entire increase. Exports by sea for the first half of the year were 13 percent

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lower in 1968 than in 1967, primarily because of bomb damage to facilities for the production of pig iron and cement.

Foreign ship arrivals were only 16 percent higher in the first half of 1968 than in the first half of 1967. Arrivals of Communist ships decreased slightly, and Soviet ships, which made 42 percent of the calls, continued to predominate. Calls by Free World ships doubled because of the increased use by China of chartered British-flag ships from Hong Kong in moving its exports to North Vietnam. There were more arrivals in the first half of 1968 of British-flag ships than of Chinese ships.

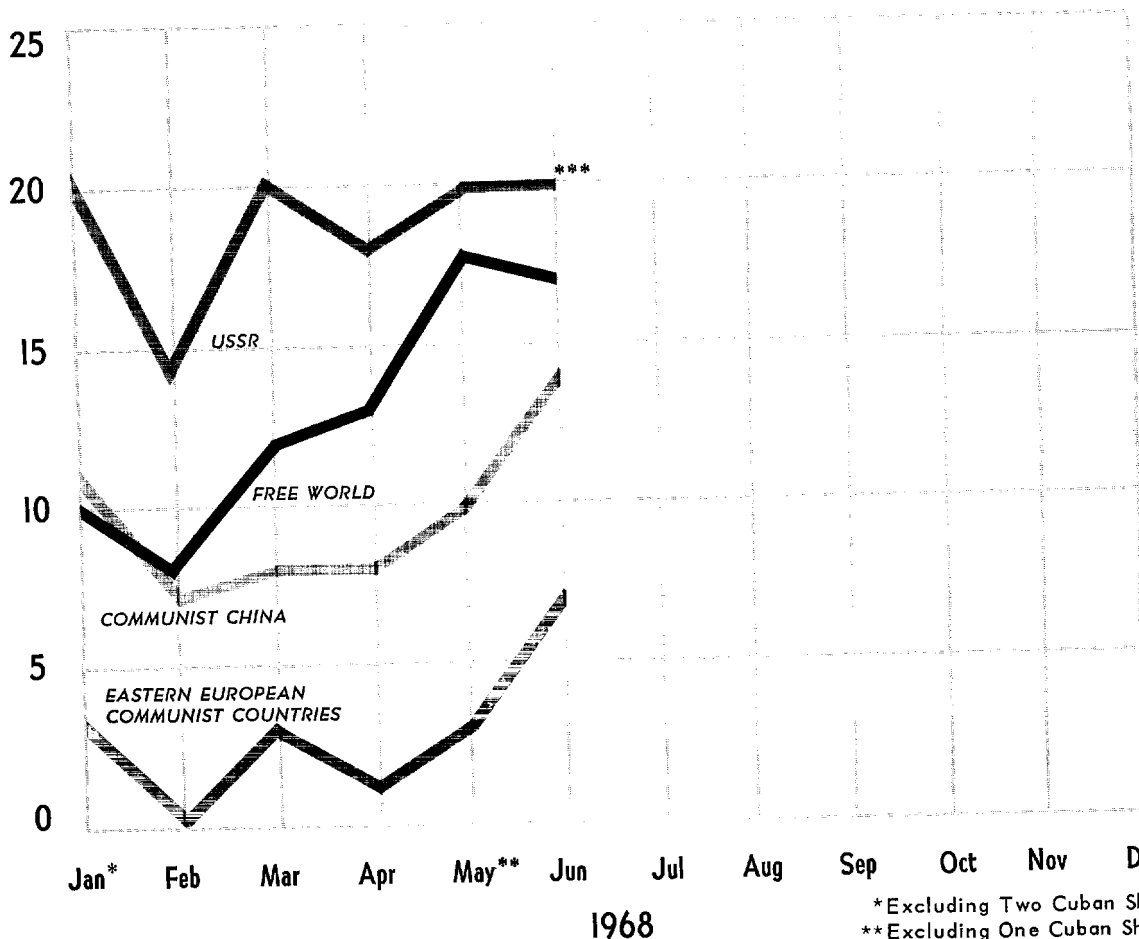
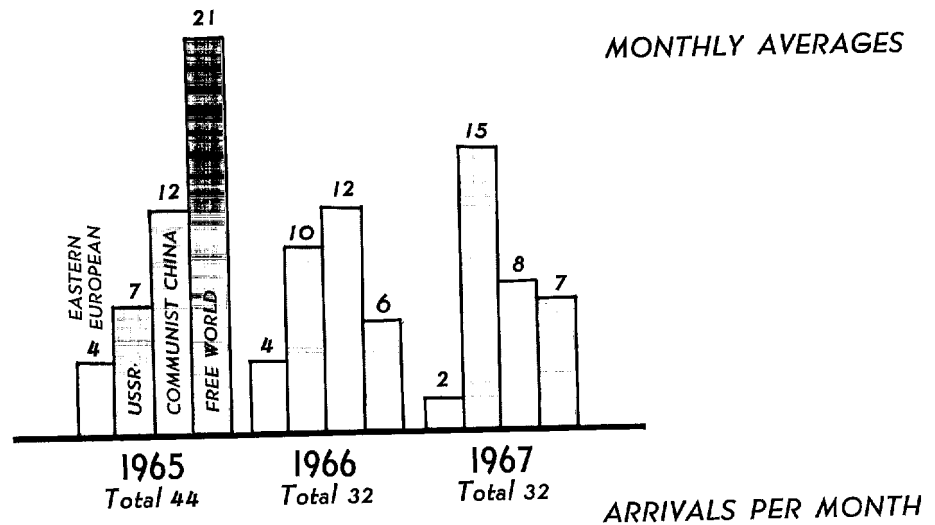
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Figure 1

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## North Vietnam: Foreign-Flag Ship Arrivals



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Situation at the Ports

1. With ship arrivals and imports at near-record levels, congestion began to increase at Haiphong in mid-June and continued to grow through the end of the month. By 30 June there were 33\* foreign dry cargo ships in port (11 discharging or loading cargo and 22 at anchor waiting to begin cargo operations -- see Figure 2). The average number of dry cargo ships in port per day rose from 16 ships in May to 23 ships in June. The buildup of congestion in the second half of June was not fully reflected in average layover times for dry cargo ships departing from Haiphong, which increased from 14 days in May to 17 days in June. Layover times will rise sharply in July, however.

2. Photography of 30 June revealed a higher level of rail, truck, and watercraft activity than that observed in late April and early May. Rolling stock in the main rail yard and at loading stations near the wharf area increased from 211 on 23 April to 277 on 30 June, and the number of locomotives for this same period was up from six to ten. Daytime watercraft activity continued to rise; barge trains were observed on the Cua Cam River (see the map) and on the water routes leading from Haiphong during daylight hours, whereas prior to the bombing pause there was no movement of barges away from foreign ships during daylight. A larger number of small coastal vessels also were observed in lightering operations from foreign vessels in Haiphong. These small cargo ships have greater mobility at sea than barges and can be used to move cargoes out of the port area to the south.

3. The higher tempo of port clearing operations also was apparent in the volume of cargo in open storage. Between 3 and 30 June the amount of cargo lying in open storage between the main wharves and the warehouses dropped about 20 percent. At least

\* During the height of congestion at Haiphong in June 1967, the greatest number of foreign dry cargo ships in port on one day was 28.

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four of the nine large piles of grain sacks seen on 3 June were gone by the end of the month (see Figure 3).

4. Dredging activity continued undiminished in June. A 140-foot medium-sized bucket dredge operated near the Haiphong Commercial Wharves in the Cua Cam River, and the largest dredge, the suction dredge *Zemlesos-8*, was deepening the channel just south of Hon Gai during most of June. Several ships have grounded in the area being dredged by *Zemlesos-8* while en route from Haiphong to Hon Gai. The last one was the *Vercharmian*, a UK-flag ship, which went aground in February. The *Zemlesos* was back in Haiphong on 18 July.

#### Ship Arrivals

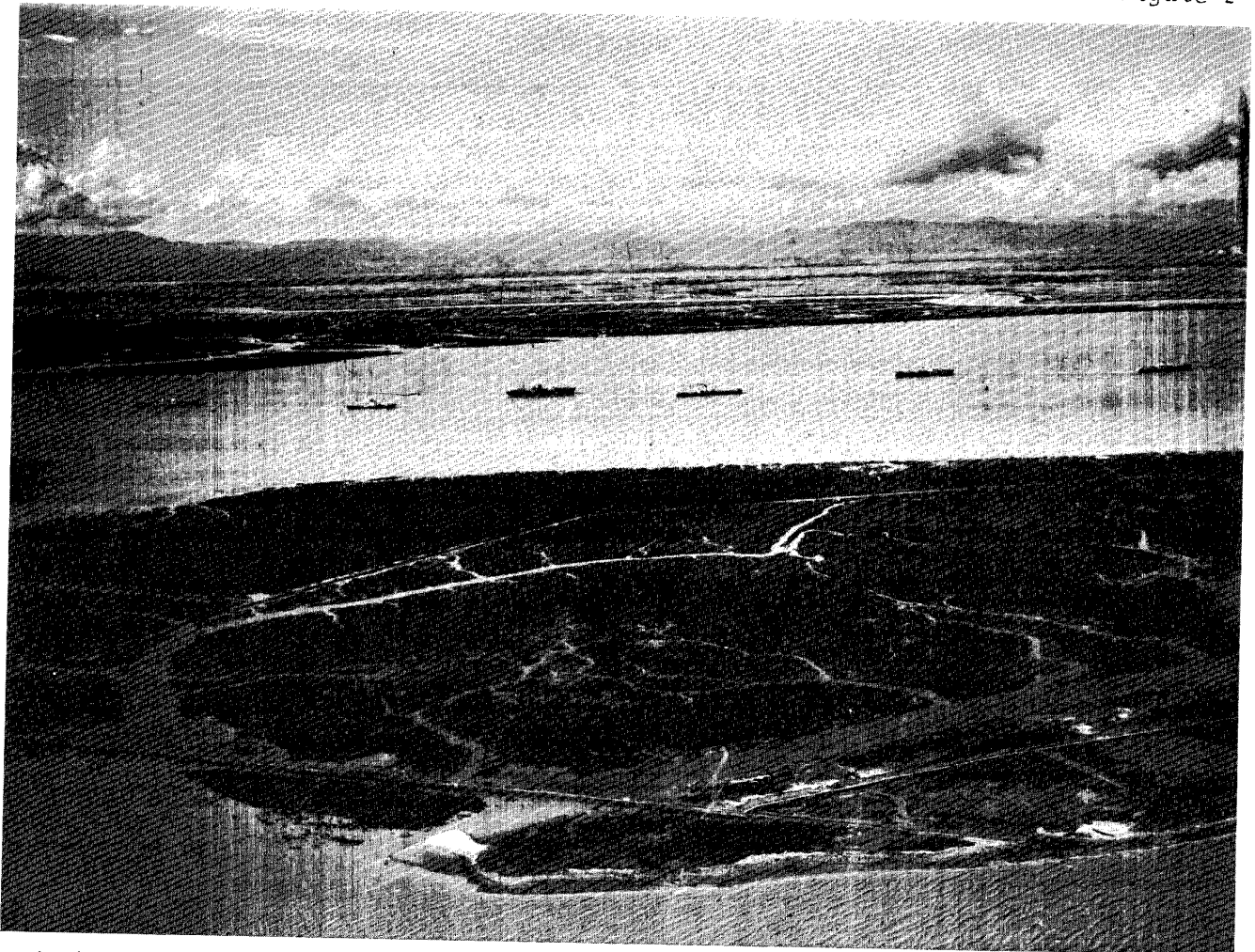
5. Ship arrivals at North Vietnamese ports increased from 52 in May to 58 in June, the highest number since January 1965, when large numbers of ships still were arriving in ballast to load export cargoes. Forty-one of the June arrivals were Communist ships, which delivered 64 percent of the near record volume of imports. Soviet ships made 20 calls, the same number as in May, and delivered 40 percent of seaborne imports. Seven of these calls were by tankers, 12 were by dry cargo ships, and one was by a passenger ship. The passenger ship *Turkmeniya*, the first passenger ship to arrive in North Vietnam in recent years, remained in one of the outer anchorages of Haiphong for one day and loaded about 150 passengers for the Communist youth festival in Bulgaria. Chinese ships made 14 calls in June, the highest number since December 1966. They delivered 6 percent of the seaborne imports. Eight of the Chinese ships arrived in ballast to load coal and six arrived with cargo. East European ship arrivals -- seven in June -- also were the highest since 1966. These ships delivered 18 percent of total imports, compared with only 8 percent during January-May.

6. Free World ships made 17 calls in June, one less than in May but five more than the monthly average for January-May. They delivered 77,900 tons of cargo, close to the record volume in May. Twelve of the arrivals, all dry cargo vessels, were

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Figure 2



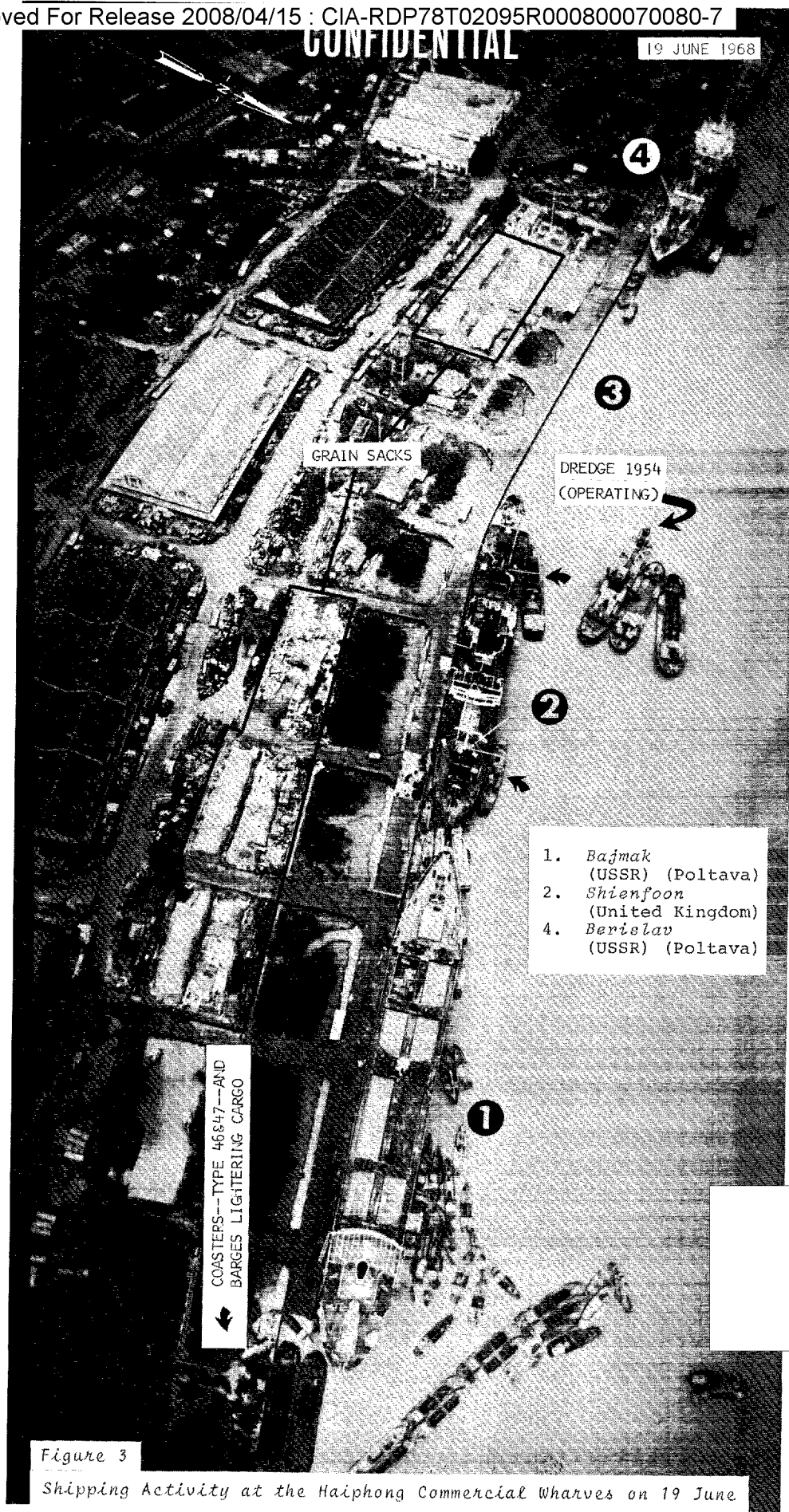
*Six of the 22 Dry Cargo Ships in Haiphong Waiting to Discharge Their Cargoes on 30 June*

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British-flag ships, ten of which came from China (under Chinese time charter) and one each (under North Vietnamese time charter) from North Korea and Hong Kong. The remaining five Free World arrivals were under North Vietnamese time charter. They included two Cypriot, one Lebanese, one Maltese, and one Singaporean freighter. Only two of the ten Free World ships that departed carried cargo. (For additional detail on arriving and departing ships, see Tables 3 and 4, both new to this series of memorandums.)

Cargoes

7. In June, seaborne imports were 217,200 tons, slightly below the record high in May of 221,000 tons. Imports of foodstuffs totaled 82,900 tons, 14 percent less than in May. Most of the deliveries arrived from the USSR (flour), China (rice and corn), and Rumania (corn).<sup>\*</sup> In the three months since the bombing cutback, food imports totaled 227,000 tons, almost twice the quarterly average in 1967. Fertilizer imports dropped to 15,700 tons, 18 percent below the May volume but close to the average thus far in 1968. All of the fertilizer came from the USSR (8,500 tons) and North Korea (7,200 tons) -- see Table 5.

8. North Vietnam imported 33,000 tons of petroleum by sea in June, all but 2,000 tons of which came by tanker from the USSR. Deliveries of petroleum were 18 percent lower in June than in May, apparently because storage facilities in the Haiphong area were filled to capacity. In June, 11,000 tons of petroleum that arrived at the Bac Dang petroleum anchorage near Haiphong on Soviet tankers was loaded on the Cypriot-flag tanker *Yvonne* and shipped out without being taken ashore.<sup>\*\*</sup> The *Yvonne* had arrived in May from China with 12,000 tons of petroleum. After discharging, it remained in the petroleum anchorage at Bac Dang and was used temporarily as floating storage. Near the end of June it sailed for Hong Kong with 11,000 tons of Soviet petroleum

<sup>\*</sup> Three shipments of foodstuffs from Rumania in June were the first from that country since the spring of 1967.

<sup>\*\*</sup> This petroleum is not included among imports and exports for June.

aboard to take on new crew members and to change to Somali registry. The petroleum probably was discharged subsequently at Whampoa, China.

9. Imports of miscellaneous and general cargo reached a monthly high of 85,500 tons, about 10,000 tons above the previous high recorded in March 1967.\* Most of these cargoes came from Eastern Europe (29,200 tons), the USSR (23,800 tons) and China (18,600 tons). Deliveries from Eastern Europe consisted mostly of bitumen, steel products, construction equipment, motor launches, and vehicles (see Figures 4 and 5); those from the USSR, China, and North Korea included cement, paper products, steel and steel products, textiles, and electrical and construction equipment. No seaborne shipments of arms or ammunition were detected.

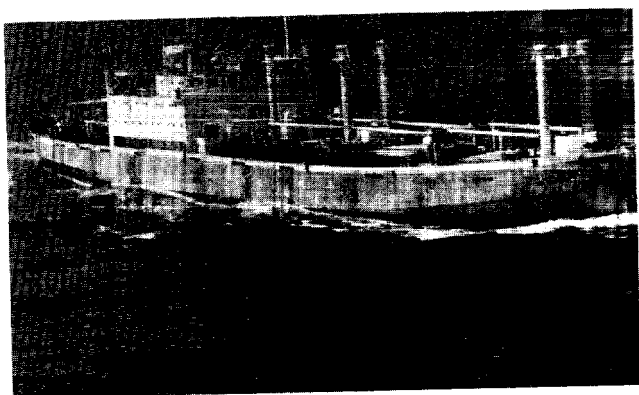


Figure 4. The Bulgarian Ship Georgi Sava Rakovsky en Route to North Vietnam with a Deck Cargo that Includes Seven Small Motor Launches.

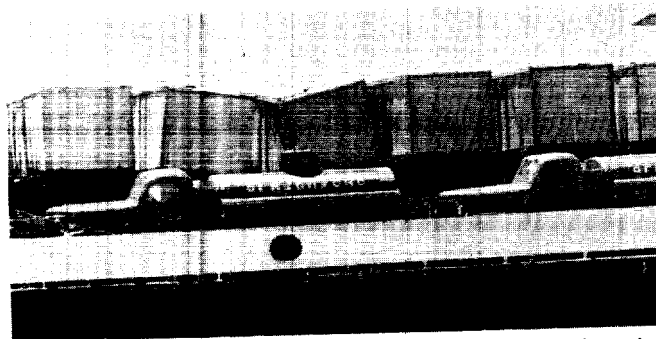


Figure 5. Two Tank Trucks and Six Small Probable Mobile Diesel Generators on the Deck of the Soviet Ship Mozyr en Route to North Vietnam

10. Seaborne exports dropped from 74,500 tons in May to 62,500 tons in June, slightly above the average for the first five months of the year. Coal exports, which dropped 14 percent, accounted for most of the decrease. Coal exports from Hon Gai reached a near record level, but those from Cam Pha dropped appreciably (see Table 6).

\* The commodity composition of 25 percent of the miscellaneous and general cargoes imported in June has not been identified.

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Effects of Civil Disturbances in China on Shipping

11. There was no perceptible change in the pattern or volume of North Vietnamese seaborne imports in June that can be attributed to the disruption of rail traffic from China or other effects of the civil strife in China. Seaborne imports from China dropped from a record 89,000 tons in May to 58,000 tons in June, but imports in June were close to the monthly average for the first five months of 1968 and almost 40 percent higher than the monthly average in 1967. Seaborne shipments from the USSR rose from 78,000 tons in May to 86,000 tons in June as the result of larger deliveries from Soviet Black Sea ports. The ships that made these deliveries had been in transit nearly six weeks and had left the Black Sea well before the rail disruptions in June. Shipments from Soviet ports in the Far East, which take only a week and can be adjusted on short notice, dropped by 10,000 tons in June.

12. The only anomaly in shipments from China during June was the absence of tanker deliveries of petroleum which had taken place each month since October 1967. In the past, these deliveries consisted of Soviet oil delivered to China on North Vietnamese account or of equivalent tonnages from Chinese stocks. The absence of petroleum deliveries in June may be related to the halt in Soviet shipments to China since April\* and/or the apparent shortage of petroleum storage facilities in Haiphong.

13. From 30 June until 16 July when the *Hung Ch'i* 155 arrived from Whampoa, no Chinese ships arrived in North Vietnam, and no ships of any registry arrived in North Vietnam from South China. This lull may have been due to flooding, civil strife, or port congestion in South China (the loading area for most of the Chinese ships that sail to North Vietnam), or to port congestion in Haiphong. Four Free World ships arrived with cargo from China during the first two weeks in July, but all sailed from North China.

\* No Soviet tankers or dry cargo ships have called at Chinese ports since April 1968. The last Soviet tanker to visit China, the *Komsomolets Ukrainy*, was subjected to extreme harassment.

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Foreign Shipping to North Vietnam in the First Six  
Months of 1967 and 1968

14. Imports arriving in North Vietnam by sea reached a record 1,052,600 tons in the first half of 1968, 26 percent more than in the same period of 1967. The increased volume during the first half of 1968 was due largely to growth in imports of foodstuffs and petroleum, as shown in the following tabulation and in greater detail in Table 7:

Commodity	Thousand Metric Tons		
	Jan-Jun 1967	Jul-Dec 1967	Jan-Jun 1968
<i>Total</i>	834.7	582.3	1,052.6
Foodstuffs	243.1	218.6	367.6
Fertilizer	114.7	35.6	93.9
Petroleum	142.1	104.4	220.1
Timber	8.1	4.7	12.1
Miscellaneous and general	326.6	219.0	358.9

15. All of the increase in the volume of imports in the first half of 1968 over the same period in 1967 involved cargoes from Communist countries. Imports from Free World countries were off 41 percent, whereas those from Eastern Europe were up 42 percent, those from China up 40 percent, and those from the USSR up 18 percent, as shown in the following tabulation:

Origin	Thousand Metric Tons		
	Jan-Jun 1967	Jul-Dec 1967	Jan-Jun 1968
<i>Total</i>	834.7	582.3	1,052.6
USSR	370.9	256.5	438.7
Eastern Europe	110.4	46.1	157.3
Communist China	258.0	244.1	361.7
Other Communist	60.0	22.5	74.1
Free World	35.4	13.1	20.8

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16. North Vietnam's seaborne exports were 13 percent lower in the first half of 1968 than in the same period of 1967 because of the absence of exports of cement and pig iron (see Table 8). Exports of these commodities ceased entirely toward the end of the first half of 1967 as the result of bomb damage to production facilities. Exports of coal, however, were 9 percent higher in the first half of 1968 and made up 92 percent of exports during that period. Most of the coal went to China and Japan. Exports of miscellaneous goods were lower in the first half of 1968, as shown in the following tabulation:

<u>Commodity</u>	<u>Thousand Metric Tons</u>		
	<u>Jan-Jun 1967</u>	<u>Jul-Dec 1967</u>	<u>Jan-Jun 1968</u>
<i>Total</i>	418.0	154.7	364.4
Coal	305.1	127.1	333.4
Cement	34.9	0	0
Pig iron	21.5	0	0
Miscellaneous	56.6	27.7	31.0

17. There were 16 percent more calls by foreign ships at North Vietnam in the first half of 1968 than in the first half of 1967 as a result of a 100-percent increase in arrivals of Free World ships. Because of the increased use of Free World ships in the movement of imports from China, there were fewer arrivals of Chinese ships in the first half of 1968, and British-flag ships made more calls than Chinese ships. More than three-quarters of the Free World arrivals were Communist-chartered British-flag ships owned by Hong Kong firms known or suspected to be under Chinese Communist control. Foreign ship arrivals at North Vietnam in 1967 and the first

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half of 1968 are summarized in the tabulation below:

<u>Arrivals by flag</u>	<u>Jan-Jun 1967</u>	<u>Jul-Dec 1967</u>	<u>Jan-Jun 1968</u>
<i>Total</i>	232	154	268
Communist	193	115	190
USSR	107	74	112
Eastern Europe	21	8	17
Communist China	64	33	58
Cuba	1	0	3
Free World	39	39	78
United Kingdom	32	35	61
Other	7	4	17

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Table 1  
North Vietnam: Foreign-Flag Ship Arrivals  
January-June 1967 and 1968

Flag	January-June 1968								January-June 1967	
	January	February	March	April	May	June	Total Arrivals	Percent	Total Arrivals	Percent
Total	<u>46</u>	<u>29</u>	<u>43</u>	<u>40</u>	<u>52</u>	<u>58</u>	<u>268</u>	<u>100.0</u>	<u>232</u>	<u>100.0</u>
Communist countries	<u>36</u>	<u>21</u>	<u>31</u>	<u>27</u>	<u>34</u>	<u>41</u>	<u>190</u>	<u>70.9</u>	<u>193</u>	<u>83.2</u>
USSR	20	14	20	18	20	20	112	41.8	107	46.1
Eastern Europe	3		3	1	3	7	17	6.3	21	9.1
Albania						1	1	0.4	1	0.4
Bulgaria					1	1	2	0.7	4	1.7
Poland	3		3	1	2	5	14	5.2	16	6.9
Communist China	11	7	8	8	10	14	58	21.6	64	27.6
Cuba	2				1		3	1.1	1	0.4
Free World	<u>10</u>	<u>8</u>	<u>12</u>	<u>13</u>	<u>18</u>	<u>17</u>	<u>78</u>	<u>29.1</u>	<u>39</u>	<u>16.8</u>
Cyprus	1	1			3	2	7	2.6	4	1.7
Italy			1				1	0.4	1	0.4
Japan					1		1	0.4		
Lebanon				1		1	2	0.7		
Malta						1	1	0.4	2	0.9
Singapore			1	1	1	1	4	1.5		
United Kingdom	9	7	10	10	13	12	61	22.8	32	13.8
Unknown flag				1			1	0.4		

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Table 2

North Vietnam: Tonnage of Foreign-Flag Ship Arrivals <sup>a/</sup>  
May and June 1968, and January-June 1967 and 1968

Type of Ship and Flag	1968						1967	
	May		June		January-June		January-June	
	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons
Total	<u>52</u>	<u>250.1</u>	<u>58</u>	<u>306.1</u>	<u>268</u>	<u>1,316.4</u>	<u>232</u>	<u>1,138.9</u>
Dry cargo	44	219.3	51	272.6	226	1,141.9	205	1,032.4
Tanker	8	30.8	7	33.5	42	174.5	27	106.5
Communist countries	<u>34</u>	<u>161.8</u>	<u>41</u>	<u>222.0</u>	<u>190</u>	<u>933.9</u>	<u>193</u>	<u>951.7</u>
USSR	20	89.5	20	107.2	112	529.7	107	538.6
Eastern Europe	3	21.5	7	52.9	17	127.3	21	165.4
Communist China	10	41.4	14	61.9	58	248.7	64	238.3
Cuba	1	9.4			3	28.2	1	9.5
Free World	<u>18</u>	<u>88.3</u>	<u>17</u>	<u>84.1</u>	<u>78</u>	<u>382.5</u>	<u>39</u>	<u>187.2</u>

a. The aggregate tonnage of ships calling does not necessarily reflect the actual volume of cargoes moving into and out of North Vietnam, but is of value as an indicator of relative changes in the volume of shipping.

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Table 3

North Vietnam: Foreign-Flag Ship Arrivals, by Origin  
June 1968

Flag	Type of Vessel	Origin	Port of Arrival	Cargo	Number
USSR					<u>20</u>
	Tanker	USSR (Far East)	Haiphong	Bulk petroleum	5
	Tanker	USSR (Black Sea)	Haiphong	Bulk petroleum	2
	Dry cargo	USSR (Far East)	Haiphong	Bulk food	7
	Dry cargo	USSR (Far East)	Haiphong	Miscellaneous and general	1
	Passenger	USSR (Far East)	Haiphong	In ballast	1
	Dry cargo	USSR (Black Sea)	Haiphong	Miscellaneous and general, fertilizer, and petroleum	1
	Dry cargo	USSR (Black Sea)	Haiphong	Fertilizer and miscellaneous and general	1
	Dry cargo	USSR (Black Sea)	Haiphong	Bulk food and miscellaneous and general	1
	Dry cargo	USSR (Black Sea) and Singapore	Haiphong	Bulk food and miscellaneous and general	1
Eastern Europe					<u>7</u>
	Dry cargo	North Korea	Haiphong	Bulk food and miscellaneous and general	1
	Dry cargo	North Korea	Haiphong	Miscellaneous and general	1
	Dry cargo	Eastern and Western Europe	Haiphong	Bulk food, petroleum, and miscellaneous and general	1
	Dry cargo	Eastern and Western Europe	Haiphong	Bulk food and miscellaneous and general	1
	Dry cargo	Eastern Europe	Haiphong	Bulk food, petroleum, and miscellaneous and general	1
	Dry cargo	Eastern Europe	Haiphong	Bulk food and miscellaneous and general	1
	Dry cargo	Eastern Europe	Haiphong	Miscellaneous and general	1
Communist China					<u>14</u>
	Dry cargo	Poland and China	Haiphong	Miscellaneous and general	1
	Dry cargo	China	Cam Pha	In ballast to load coal	4
	Dry cargo	China	Hon Gai	In ballast to load coal	4
	Dry cargo	China	Haiphong	Bulk food and miscellaneous and general	5

Table 3  
North Vietnam: Foreign-Flag Ship Arrivals, by Origin  
June 1968  
(Continued)

Flag	Type of Vessel	Origin	Port of Arrival	Cargo	Number
Free World					<u>17</u>
United Kingdom					
	Dry cargo	China	Haiphong	Bulk food	4
	Dry cargo	China	Haiphong	Miscellaneous and general	6
	Dry cargo	North Korea	Haiphong	Fertilizer and miscellaneous and general	1
	Dry cargo	Hong Kong	Cam Pha	In ballast to load coal	1
Cyprus	Dry cargo	Rumania	Haiphong	Bulk food and miscellaneous and general	1
	Dry cargo	Hong Kong	Haiphong	General	1
Lebanon	Dry cargo	Japan and North Korea	Haiphong	Miscellaneous and general, fertilizer	1
Malta	Dry cargo	Rumania	Haiphong	Bulk food and miscellaneous and general	1
Singapore	Dry cargo	Japan and North Korea	Haiphong	Bulk food, fertilizer, and miscellaneous and general	1
Total					<u>58</u>

Table 4

North Vietnam: Foreign-Flag Ship Departures, by Destination  
June 1968

Flag	Type of Vessel	Port of Departure	Destination	Cargo	Number
					<u>18</u>
USSR	Tanker	Haiphong	USSR (Far East)	In ballast	6
	Dry cargo	Haiphong	USSR (Far East)	In ballast	6
	Dry cargo	Haiphong	Cambodia, Indonesia, and Japan	Miscellaneous and general	1
	Dry cargo	Haiphong	Singapore and Black Sea	Miscellaneous and general	1
	Dry cargo	Haiphong	Indonesia	In ballast	2
	Dry cargo	Haiphong	Cambodia	In ballast	1
	Dry cargo	Cam Pha	Japan	Coal	1
					<u>4</u>
	Eastern Europe				
	Dry cargo	Haiphong	Eastern Europe	In ballast	2
	Dry cargo	Haiphong	Eastern Europe	Miscellaneous and general	1
	Dry cargo	Haiphong	England and Italy	Miscellaneous and general	1
					<u>11</u>
Communist China					
	Dry cargo	Haiphong	China	In ballast	2
	Dry cargo	Cam Pha	China	Coal	3
	Dry cargo	Hon Gai	China	Coal	6
					<u>1</u>
Cuba					
	Dry cargo	Haiphong	China	In ballast	1

Table 4

North Vietnam: Foreign-Flag Ship Departures, by Destination  
June 1968  
(Continued)

Flag	Type of Vessel	Port of Departure	Destination	Cargo	Number
Free World					<u>10</u>
United Kingdom					
	Dry cargo	Haiphong	China	In ballast	4
	Dry cargo	Haiphong	Hong Kong and China	In ballast	1
	Dry cargo	Cam Pha	Japan	Coal	1
Cyprus					
	Dry cargo	Haiphong	China	In ballast	1
	Dry cargo	Haiphong	Hong Kong	Miscellaneous and general	1
Italy					
	Dry cargo	Haiphong	Hong Kong	In ballast	1
Singapore					
	Dry cargo	Haiphong	China	In ballast	1
Total					<u>44</u>

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Table 5

North Vietnam: Identified Imports Carried on Foreign-Flag Ships a/  
June 1968 and January-June 1967 and 1968

Thousand Metric Tons								
Flag	June 1968						January-June	
	Foodstuffs	Fertilizer	Petroleum	Timber	Miscel- laneous <sup>b/</sup>	Total	1967	1968
Total	<u>82.9</u>	<u>15.7</u>	<u>33.0</u>	<u>0</u>	<u>85.5</u>	<u>217.2</u>	<u>834.7</u>	<u>1,052.6</u>
Communist countries	<u>42.2</u>	<u>9.6</u>	<u>33.0</u>	<u>0</u>	<u>54.5</u>	<u>139.3</u>	<u>673.7</u>	<u>713.8</u>
USSR	22.1	8.5	31.4		23.8	85.8	400.5	450.0
Eastern Europe	10.1	1.1	1.7		26.8	39.6	65.0	109.7
Communist China	10.1				3.8	13.9	195.9	131.9
Cuba							12.2	22.3
Free World	<u>40.7</u>	<u>6.1</u>	<u>0</u>	<u>0</u>	<u>31.1</u>	<u>77.9</u>	<u>161.0</u>	<u>338.8</u>

a. Imports include some estimates of cargoes, using methods which have proved to be highly reliable.

b. Including unidentified cargo of 21,755 tons. The volume of unidentified cargo will be reduced as additional information becomes available.

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Table 6

North Vietnam: Identified Exports Carried on Foreign-Flag Ships a/  
June 1968 and January-June 1967 and 1968

Flag	Thousand Metric Tons				
	June 1968			January-June	
	Coal	Miscellaneous	Total	1967	1968
Total	<u>58.8</u>	<u>3.7</u>	<u>62.5</u>	<u>418.0</u>	<u>364.4</u>
Communist countries	<u>49.4</u>	<u>3.7</u>	<u>53.1</u>	<u>371.8</u>	<u>309.8</u>
USSR	4.1	1.9	6.0	201.1	116.5
Eastern Europe		1.9	1.9	46.6	5.6
Communist China	45.3		45.3	118.6	186.7
Cuba				5.4	0.9
Free World	<u>9.4</u>	Negl.	<u>9.4</u>	<u>46.3</u>	<u>54.6</u>

a. Exports include some estimates of cargoes, using methods which have proved to be highly reliable.

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Table 7

North Vietnam: Identified Imports Carried by Foreign-Flag Ships, by Origin and Commodity <sup>a</sup>/  
January-June 1967 and 1968

Thousand Metric Tons

Origin	January-June 1967						January-June 1968					
	Foodstuffs	Fertilizer	Petroleum	Timber	Miscel- laneous	Total	Foodstuffs	Fertilizer	Petroleum	Timber	Miscel- laneous	Total
Total	<u>243.1</u>	<u>114.7</u>	<u>142.1</u>	<u>8.1</u>	<u>326.6</u>	<u>834.7</u>	<u>367.6</u>	<u>93.9</u>	<u>220.1</u>	<u>12.1</u>	<u>358.9</u>	<u>1,052.6</u>
Communist countries	<u>227.2</u>	<u>110.7</u>	<u>142.1</u>	<u>0</u>	<u>319.3</u>	<u>799.3</u>	<u>366.4</u>	<u>93.9</u>	<u>220.1</u>	<u>0</u>	<u>351.4</u>	<u>1,031.8</u>
USSR	69.4	84.8	109.6		107.0	370.9	139.9	49.9	158.9		90.0	438.7
Eastern Europe	21.0	14.0	1.2		74.3	110.4	29.6	5.0	18.0		104.7	157.3
Communist China	95.3		31.4		131.4	258.0	174.5	11.4	43.2		132.6	361.7
North Korea		11.9			6.6	18.4	Negl.	27.5			24.2	51.8
Cuba	41.6					41.6	22.3					22.3
Free World	<u>16.0</u>	<u>4.0</u>	<u>0</u>	<u>8.1</u>	<u>7.3</u>	<u>35.4</u>	<u>1.2</u>	<u>0</u>	<u>0</u>	<u>12.1</u>	<u>7.4</u>	<u>20.8</u>
Cambodia	14.0			8.1	1.7	23.8				12.1	1.4	13.5
Hong Kong					0.6	0.6	Negl.				1.6	1.6
Japan					1.9	1.9	Negl.				1.0	1.0
Singapore/Malaysia	1.7				2.2	3.9	1.1				2.4	3.6
Western Europe	0.2				0.9	1.1	0.1				1.0	1.1
Other		4.0				4.0					Negl.	Negl.

a. Identified imports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

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Table 8

North Vietnam: Identified Exports Carried by Foreign-Flag Ships, by Destination and Commodity a/  
January-June 1967 and 1968

Destination	January-June 1967					January-June 1968		
	Coal	Cement	Pig Iron	Miscel- laneous	Total	Coal	Miscel- laneous	Total
	Thousand Metric Tons							
Total	<u>305.1</u>	<u>34.9</u>	<u>21.5</u>	<u>56.6</u>	<u>418.0</u>	<u>333.4</u>	<u>31.0</u>	<u>364.4</u>
Communist countries	<u>124.9</u>	<u>2.0</u>	<u>0</u>	<u>21.9</u>	<u>148.7</u>	<u>186.2</u>	<u>20.5</u>	<u>206.7</u>
USSR				9.1	9.1		1.4	1.4
Eastern Europe				6.1	6.1		5.6	5.6
Communist China	119.9	2.0		4.4	126.2	186.2	5.9	192.1
North Korea				1.9	1.9		6.7	6.7
Cuba	5.0			0.4	5.4		0.9	0.9
Free World	<u>180.2</u>	<u>32.8</u>	<u>21.5</u>	<u>34.7</u>	<u>269.3</u>	<u>147.2</u>	<u>10.4</u>	<u>157.7</u>
Cambodia		28.7		3.0	31.7		0.9	0.9
Hong Kong	2.0	4.1		22.5	30.6		2.8	4.8
Japan	163.2		2.0	2.0	184.8	2.0	1.2	142.4
Singapore/Malaysia	7.5		19.6	6.1	13.5	4.0	3.3	7.3
Western Europe	7.5			0.2	7.7		1.3	1.3
Other				0.9	0.9		1.0	1.0

a. Identified exports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

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Table 7

North Vietnam: Identified Imports Carried by Foreign-Flag Ships, by Origin and Commodity <sup>a</sup>/  
January-June 1967 and 1968

Thousand Metric Tons

Origin	January-June 1967						January-June 1968					
	Foodstuffs	Fertilizer	Petroleum	Timber	Miscel- laneous	Total	Foodstuffs	Fertilizer	Petroleum	Timber	Miscel- laneous	Total
Total	<u>243.1</u>	<u>114.7</u>	<u>142.1</u>	<u>8.1</u>	<u>326.6</u>	<u>834.7</u>	<u>367.6</u>	<u>93.9</u>	<u>220.1</u>	<u>12.1</u>	<u>358.9</u>	<u>1,052.6</u>
Communist countries	<u>227.2</u>	<u>110.7</u>	<u>142.1</u>	<u>0</u>	<u>319.3</u>	<u>799.3</u>	<u>366.4</u>	<u>93.9</u>	<u>220.1</u>	<u>0</u>	<u>351.4</u>	<u>1,031.8</u>
USSR	69.4	84.8	109.6		107.0	370.9	139.9	49.9	158.9		90.0	438.7
Eastern Europe	21.0	14.0	1.2		74.3	110.4	29.6	5.0	18.0		104.7	157.3
Communist China	95.3		31.4		131.4	258.0	174.5	11.4	43.2		132.6	361.7
North Korea		11.9			6.6	18.4	Negl.	27.5			24.2	51.8
Cuba	41.6					41.6	22.3					22.3
Free World	<u>16.0</u>	<u>4.0</u>	<u>0</u>	<u>8.1</u>	<u>7.3</u>	<u>35.4</u>	<u>1.2</u>	<u>0</u>	<u>0</u>	<u>12.1</u>	<u>7.4</u>	<u>20.8</u>
Cambodia	14.0			8.1	1.7	23.8				12.1	1.4	13.5
Hong Kong					0.6	0.6	Negl.				1.6	1.6
Japan					1.9	1.9	Negl.				1.0	1.0
Singapore/Malaysia	1.7				2.2	3.9	1.1				2.4	3.6
Western Europe	0.2				0.9	1.1	0.1				1.0	1.1
Other		4.0				4.0					Negl.	Negl.

a. Identified imports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

Table 8

North Vietnam: Identified Exports Carried by Foreign-Flag Ships, by Destination and Commodity a/  
January-June 1967 and 1968

Destination	January-June 1967					January-June 1968		
	Coal	Cement	Pig Iron	Miscel- laneous	Total	Coal	Miscel- laneous	Total
	Thousand Metric Tons							
Total	<u>305.1</u>	<u>34.9</u>	<u>21.5</u>	<u>56.6</u>	<u>418.0</u>	<u>333.4</u>	<u>31.0</u>	<u>364.4</u>
Communist countries	<u>124.9</u>	<u>2.0</u>	<u>0</u>	<u>21.9</u>	<u>148.7</u>	<u>186.2</u>	<u>20.5</u>	<u>206.7</u>
USSR				9.1	9.1		1.4	1.4
Eastern Europe				6.1	6.1		5.6	5.6
Communist China	119.9	2.0		4.4	126.2	186.2	5.9	192.1
North Korea				1.9	1.9		6.7	6.7
Cuba	5.0			0.4	5.4		0.9	0.9
Free World	<u>180.2</u>	<u>32.8</u>	<u>21.5</u>	<u>34.7</u>	<u>269.3</u>	<u>147.2</u>	<u>10.4</u>	<u>157.7</u>
Cambodia		28.7		3.0	31.7		0.9	0.9
Hong Kong	2.0	4.1	2.0	22.5	30.6	2.0	2.8	4.8
Japan	163.2		19.6	2.0	184.8	141.2	1.2	142.4
Singapore/Malaysia	7.5			6.1	13.5	4.0	3.3	7.3
Western Europe	7.5			0.2	7.7		1.3	1.3
Other				0.9	0.9		1.0	1.0

a. Identified exports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

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